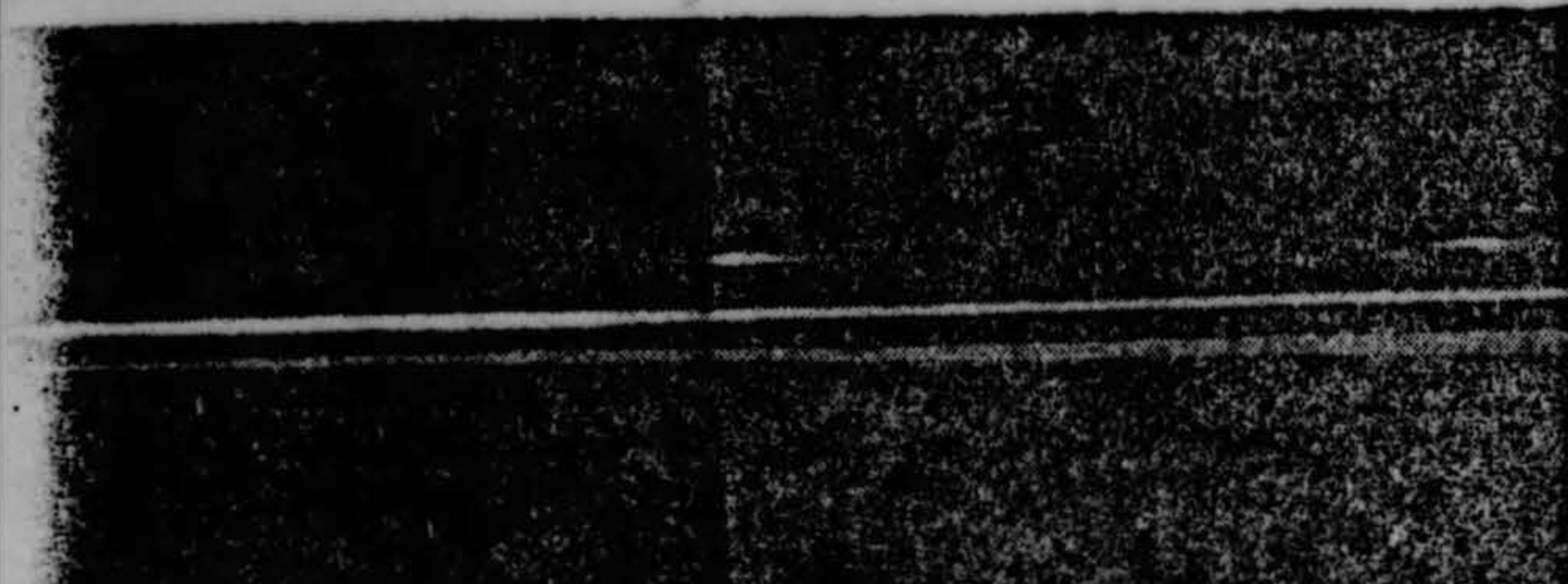


1. DATE - TIME GROUP 31 Dec 59 31/2332Z	2. LOCATION Quantico, Va
3. SOURCE military & civilian	10. CONCLUSION OTHER: GRIMES BEACON LIGHT New type identification lights on airliner. Grimes beacon light.
4. NUMBER OF OBJECTS	
5. LENGTH OF OBSERVATION 6 min	11. BRIEF SUMMARY AND ANALYSIS Multiple observations.
6. TYPE OF OBSERVATION ground & air visual	
7. COURSE - - -	
8. PHOTOS <input type="checkbox"/> Yes <input type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input type="checkbox"/> No	

FORM  
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.



ere is the same light; in a time exposure, flashing on and off as a commercial airplane of 50,000 candlepower, is mounted at the top of the tail fin. The long streaks what Marines at Quantico saw the last five nights, not flying saucers.

—Star Staff Photo.

## Marines Seeking Flying Saucers Find New Aviation Light

By Jack Jonas

Star Staff Correspondent

QUANTICO, Va., Jan. 5.—The Marines looked for flying saucers last night and saw weather balloons, airplane lights and stars.

Intelligence officers, armed with high-powered night binoculars, scanned the skies above the Marine base for three hours. They were there because for the past five nights sentries reported seeing strange lights in the sky.

The verdict: The sentries had indeed seen something strange to them, but it was merely recently installed powerful anti-collision lights on commercial aircraft.

Today, the sentries were to be briefed on the latest developments in night flying.

Pvt. Norman Vietz of Greenville, Pa., a sentry on duty at the Tank Park in Camp Barrett, a few miles from the main base, spotted the oddity first. That was on December 30 at 9:05 p.m.

"It looked like a big, flashing red light," Pvt. Vietz said. "I would have thought it was an airplane, but I couldn't hear any motor noise."

**Called for Sergeant.**  
He called for Sgt. Francis R. Salinder, the sergeant of the guard, and together they watched the lights.

"It just looked like a big red light to me," Sgt. Salinder said.

The next three nights, Pfc. Harrison J. Bennett, another sentry, saw the strange objects. And, oddly, he saw them first at the same hour, 9:05 p.m.

Pvt. Bennett saw two lights Thursday night. One traveled toward the southwest, and the other toward the northeast.

"They seemed to hover together for a while," he said. "Then one disappeared, and the other moved away from the spot and finally disappeared."

At 6:40 p.m. Friday, Pvt. Bennett saw them again. The same thing happened Saturday night, this time at 7 p.m. and 7:57 p.m.

Then Sunday night, Sgt. Harlan Young saw them at 6:40 p.m., 8:48 p.m., 8:54 p.m. and 9:20 p.m.

"They seemed to be about 2,000

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Then Sunday night, Sgt. Harlan Young saw them at 6:40 p.m., 8:48 p.m., 8:54 p.m. and 9:20 p.m.

"They seemed to be about 2,000 yards in the sky, and pretty close," he said.

And so last night, Maj. John Shearer, of the intelligence unit, and Maj. D. D. Pomerleau, the provost marshal, were on hand.

"You can expect them at 6:40," some one said positively.

At 6:40 p.m., there was a shout: "There it is!"

The shout brought Maj. Shearer, Maj. Pomerleau, reporters and photographers in a rush outside.

A faint, flashing red light glowed in the sky toward the southeast, near the horizon. Maj. Shearer trained his binoculars on it.

"I can see something," he said.

Later: "It looks a little like an airplane."

And still later: "Now I can see his navigational lights, too."

#### See Weather Balloons.

At 7:45 p.m., there was another shout from outside. Maj. Shearer went to work with his glasses again. These lights seemed to rise from the horizon almost directly upward.

"Weather balloons," Maj. Shearer said.

A few minutes later, some one spotted another blinking light. The experts said that one was a star.

At 8:15 p.m., the shout went up again.

The flashing red light this time followed an orderly course from the northeast toward the southeast, just above the horizon. Even to the naked eye, airplane navigational lights also were visible.

Maj. Shearer did some telephoning to the Civil Aeronautics Authority in Washington and asked for more information about the light.

This light, he reported later, is being installed on commercial aircraft because of higher speeds of today's airplanes. The light, known as the Grimes Beam, is of 50,000 candlepower and can be seen at a greater distance by other pilots.

1 JANUARY 1954, QUANTICO, VIRGINIA

From the air base at Quantico, Virginia, on the nights of 1 and 2 January 1954, several military and civilian personnel reported seeing an unidentified flying object pass over the area. The object was described as a flashing red light, dome shaped and appearing to be the size of a grapefruit at arms length. The object flew a relatively straight and level course and was visible for 5 or 6 minutes.

An aircraft was scrambled in an attempt to pursue the light. The aircraft intercepted an American Air Lines' Convair. In addition to the intercept, an ATIC officer proceeded to Quantico and observed this same light from the ground.

The reported light was definitely identified as being a Grimes Beacon light. These have recently been installed on several civilian passenger aircraft.

## Marines Chase Flying Object With 'Copter

### Two Sentries Report Seeing Mystery Craft In Sky Near Quantico

One of those mysterious flying objects reportedly landed near Quantico on New Year's Eve but took off again before the Marines could get the situation in hand.

A spokesman yesterday confirmed that a flying object had been reported near the base and was chased by a helicopter.

Two sentries on duty at Camp Barrett, a Marine installation about 15 miles from Quantico, "reported seeing an object in the sky and described it as a flying saucer," according to the spokesman. They notified the Officer of the Day that it had landed, and the helicopter took off from Quantico. By the time it arrived, the mystery ship had risen and was out of sight.

The news spread swiftly among Quantico personnel. One report had it that two platoons were deployed to capture the thing but this was denied by the official spokesman.

Statements were taken from the two sentries, and the spokesman said the investigation was now in the hands of "higher authorities."

The two sentries were reported off the base on pass last night and the Marine spokesman was not able to supply their description of the objects, or their report of its actions.

The spokesman reported they had been summoned to appear before high officers of the Marine Base this morning for additional statements.

Washington Post  
4 Jan 54

N.Y. H. T. Dec. 18, 1953



Associated Press wirephoto

Maj. Charles E. Yeager telling Lawrence D. Bell, president of Bell Aircraft, how it feels to fly more than 1,600 miles an hour. Maj. Yeager, whose record flight was disclosed yesterday, is holding a model of the plane which set the record, the Bell X1A. The picture was taken at Maj. Yeager's news conference in the Pentagon yesterday.

## Pilot Tells Of Flight at 1,600M.P.H.

WASHINGTON, Dec. 17 (AP)—Maj. Charles E. Yeager told today how it feels to fly faster than any man has flown before and predicted his speed of two and a half times that of sound will be exceeded shortly.

"Physically, there is no sensation," he said. "Your ears don't drop off or anything. Actually, you wouldn't know how fast you are going unless you look at your mach instrument." This instrument measures speed in relation to sound.

But the young Air Force officer said: "It wasn't a gravy ride . . . I was quite busy . . . it did get a little hot on the skin of the plane but the airplane is built for that."

### Tells of Flight

Maj. Yeager held a joint news conference with Lawrence D. Bell, president of Bell Aircraft Corp., to tell something about his flight on Saturday in the rocket-driven Bell X1A plane.

Maj. Yeager didn't go into the effects on the plane, but Mr. Bell indicated it went through some violent shocks in the speed burst more than 70,000 feet above Edwards Air Force Base, Calif.

The Air Force announced yesterday that Maj. Yeager flew more than 1,600 miles an hour but did not disclose his exact speed. The old mark of 1,327 miles an hour was set Nov. 20 by a Navy Skyrocket.

Predicting still greater speed, Maj. Yeager said the X2 research plane will be flying "shortly" and is expected "to shove the speed up a little higher." The X2 has a skin of stainless steel to help resist the softening effect of heat from air friction at tremendous speeds.

The X1A burns up its fuel supply in four to four and one-half minutes after it is dropped from the belly of a B-29. Mai-

Yeager said. The B-29 is used to take the small plane to high altitude for speed tests.

Maj. Yeager said the B-29 dropped the X1A at 30,000 feet.

"I fired off three of the four barrels (of rockets), climbed to 45,000 feet and turned on the fourth chamber," he related. "I climbed in sort of an arc, leveled off at about 70,000 feet and shut it off." He had attained his maximum speed an instant before he shut off the power.

Asked about the visibility from the cockpit, he said: "Excellent. In fact, too good. When you can look back and see the shock waves on your wing you'd rather not see them."

He explained the shock wave from the terrifically high speed shows as a line in the air something like that from the wake of a ship in water.

## JANUARY 1954 SIGHTINGS

<u>DATE</u>	<u>LOCATION</u>	<u>OBSERVER</u>	<u>EVALUATION</u>
1954	Watash, Indiana		
Unknown	Florence, Massachusetts		Insufficient Data
1	Toms River, New Jersey	Military & Civilian	Other (SEARCHLIGHT)
54-55	Shreveport, Louisiana	(PHOTO)	Other (BIRDS)
1	Melbourne, Australia		Other (INCONSISTENT DATA)
2	Athens, Texas (Newscippings)(INFO)		
2	Omaha, Nebraska		Astro (METEOR)
2	Sioux City, Iowa		Astro (METEOR)
2-4	Seiverville, Tennessee	(INFO)	
3	Blackburn, Australia		Other (REFLECTION)
3	Albuquerque, New Mexico		Astro (METEOR)
5	Tooma, Australia		A/C
6	Oscoda, Michigan	Military	Insufficient Data
7	Gate City, Virginia	Multi Civilian	Insufficient Data
8	Berlin, Germany	Unknown Civilian	Astro (METEOR)
8	Millbrook, Alabama		Balloon
10	North Atlantic (Hydrographic Bulletin)(INFO)		
10	York, Pennsylvania		Astro (METEOR)
10	West Minster, Maryland		Astro (METEOR & JUPITER)
10	Las Vegas, Nevada		Balloon
13	NE United States, Canada (Newspaper)(INFO)		
13	Oscoda, Michigan	Military	Astro (METEOR)
14	Melbourne, Australia		Insufficient Data
14	Kelly AFB, Texas	Military (RADAR)	Other (Atmosphere Disturbance)
15	Mallala, South Australia		Astro (METEOR)
15	Melbourne, Australia	Unknown - Civilian	Balloon
16	Picayune, Mississippi		A/C
17	Greenshield, Ohio (INFO Newsletter)(INFO)		
17	Morris, South Australia		Insufficient Data
18-19	North Atlantic (Hydrographic Bulletin)(INFO)		
19	North Atlantic (Hydrographic Bulletin)(INFO)		
19	Manston AFS, England	Military	Balloon
21	Waco, Texas	Military	Insufficient Data
22	West Point, Kentucky		Other (Searchlight or Spotlight Activity)
22	Buena Park, California	Multi Civilian	1. A/C 2. Insufficient Data
23	Naperville, Illinois		A/C
25	Las Cruces, New Mexico		Astro (METEOR)
23	Seneca Lake, New York		Balloon
23	Blackstone, Virginia		Balloon
23	Washington, D.C.	Military	
23	Rangely, Maine		
23	Cold Bay, Alaska	Military	UNIDENTIFIED
23	North Pacific (World of Flying Saucers)(INFO)		Insufficient Data
23	North Pacific (Hydrographic Bulletin)(INFO)		

# DISPOSITION FORM

FILE NO.

SUBJECT

*R*  
XOK THRU ATIS  
ATLA  
TO ATIAE  
ATTN Capt Hardin

FROM ATIS

DATE 7 Jan 54

COMVENT NO. 1

*JL*  
Maj Glasebrook/rm  
52233/B263/PC44

1. While on a trip to the Director of Intelligence in connection with Project 60006, Maj C. R. Glasebrook was requested by Lt Col Smith in Gen Samford's Office to proceed to Quantico Marine Base to investigate the report of flying saucers.

2. Photographic equipment was procured through Lt Col Thacker, Air Attaché Branch, and the control tower at Bolling Air Force Base. His instructions were to evaluate the phenomena and if it was something explainable to give that to the Marines to relay to the press and if something that could not be contributed to natural causes, the Marines were to be given a copy of the written report at a later date.

3. Maj Glasebrook proceeded to Quantico at 1800 hours arriving at 1900 hours going to the Tank Park in the Guadalcanal Area and reporting to Maj Ferguson, Marine PIO. Maj Ferguson briefed him on the happenings of the past three nights. At 1945 hours a Marine corporal reported that the phenomena was appearing again. Maj Glasebrook and Maj Ferguson went outside and observed a flashing red light which appeared in the north and passed over the northeast section of the Danger Area in a southeasterly direction. It was readily apparent that this was the Grimes Beacon on a commercial air liner as Maj Glasebrook could see both wing tip identification lights at one time, in addition to the Grimes Beacon. This information was given to Maj Ferguson and, at a later time, released to the press.

4. Attached is a copy of the press release which appeared in the 5 January 1954 edition of the Evening Star.

5. This information was relayed to Gen Samford's Office upon Maj Glasebrook's return to the Washington Area.

*Willis R. Loehr*

WILLIS R. LOEHR, Major, USAF  
Acting Chief, Technical Services Division  
Air Technical Intelligence Center

1 Incl  
Clipping fr newspaper

31 DEC 53 01/02022 QUANTICO, VIRGINIA  
NBR. 00331 Multi [REDACTED]

AT192

C-1 [REDACTED] PRIORITY  
FM COMDR 647 ACW SQ NEWCASTLE ARPT WILMINGTON DELAWARE  
TO COMDR 4710 DEP WG  
COMDR EADF STEWART AFB NY [REDACTED] **UNCLASSIFIED**  
COMDR ADC ENT AFB COLO  
HQ USAF WASHDC FOR DIR INTELL  
COMDR ATIC WPAFB OHIO FOR DIR OF INTEL

Weld by  
Weld AT192  
G. Atta 4700  
F. R. Tels

CITE ACCC 533  
UNIDENTIFIED FOLYING OBJECT REPORT. /UFCB/ REFERENCE AIRFORCE  
REGULATION 200-2. PAR 1 (A) DOME SHAPE. (B) SIZE OF A BASKETBALL  
AT 1000 YDS. (C) RED. (D) 2. (E) NO PARTICULAR FORMATION-STRAIGHT  
PATH OF FLIGHT. (F) NEG. (G) NEGATIVE. (H) NEGATIVE. (I) SAID IT  
LOOKED LIKE RED LIGHT ON POLICE CAR. PAR 2. (A) JUST APPEARED IN SPACE

AT 2332Z. (B) DUE SOUTH FROM TANKSHED AT SCHOOL DEMONSTATION TANK  
PART MARINE CORP RESERVATION, QUANTICO, VIRGINIA, ELEVATION ANGLE  
32 DEGREES. (C) TRACKED FROM SOUTH TO EAST ELEVATION ANGLE 30 DEGREES.  
(D) NON MANUEVERS STRAIGHT FLIGHT. (E) JUST DISAPPEARED OUT OF SIGHT  
OVER HORIZON. (F) IN VIEW FOR 6 MIN. PAR 3. (A) GROUND VISUAL.

DOWNGRADED AT 3 YEAR INTERVALS:  
DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER  
BEFORE DECLASSIFICATION

PAGE TWO NBR 00331

(B) NEGATIVE. (C) NEGATIVE. PAR 4. (A) 2332Z, 31 DEC 53; 0010Z,  
1 JAN 54; 0202Z, 1 JAN 54. (B) NIGHT. PAR 5. TANK PARK DEMONSTRATION  
MARINE CORP SCHOOL, QUANTICO, VA. US MARINE CORPS RESERVATION  
MAP SHEET NR 3 REF NR 409674. PAR 6. ALL PERSONNEL LISTED ARE STATIONED  
AT QUANTICO, VA, CWO W H BIECKE SUPPLY CO SERVICE BATTALION ACCOUNTABLE  
OFFICER ORDNANCE SUPPLY. [REDACTED] SERVICE BATTALION D,  
SGT [REDACTED] SGT OF THE GUARD WATER CANAL AREA. PFC [REDACTED]  
TANK DRIVER WEAPONS CO. PFC [REDACTED] TANK DRIVER TANK PLATOON WEAPONS  
CO. PFC [REDACTED] LOADER. PFC [REDACTED] GUNNER. PFC C [REDACTED]  
PFC [REDACTED] ASST DRIVER. CPL [REDACTED] TANK COMMANDER. PVT [REDACTED]  
R. CPL [REDACTED] R TANK COMMANDER. PFC [REDACTED] DRIVER.  
ESTIMATE OF RELIABILITY, FAIRLY RELIABLE. PAR 7. (A) WEATHER CLEAR.  
(B) SURFACE WIND AND VELOCITY, WEST NORTH WEST 8. WINDS ALOFT  
6000 FT, 300 DEGREES-51 KNOTS. 10000 FT, 310 DEGREES-53 KNOTS.  
16000 FT, 310 DEGREES-53 KNOTS. 20000 FT, 95 KNOTS. 30000 FT, 290  
DEGREES-99 KNOTS. 50000 FT, 270 DEGREES-83 KNOTS. 80000 FT, UNK.  
(C) CLEAR. (D) 15 MILES. (E) CLEAR. (F) NEG. PAR 8. NEG. PAR 9.  
NEG. PAR 10. NOT APPLICABLE. PAR 11. QUANTICO AIR BASE HAD NO  
HELICOPTERS OR AIRCRAFT FLYING AT TIME OF SIGHTINGS, WASHINGTON  
CAA HAD NOTHING IN AREA OF SIGHTINGS THAT COULD BE CORRELATED. PAR 12.

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS;  
DOD DIR 5200.10

PAGE THREE NBR 00331

[REDACTED], 1ST LT, DIRECTOR, RATED AIRCREW MEMBER RADAR OBSERVER.  
OBJECT COULD POSSIBLY BE UNKNOWN CIVILIAN AIRCRAFT FLYING WITH PASSING  
LIGHTS ONLY. AVAL INFO AT PRESENT TIME PRECLUDES ANY DEFINITE CASE OF  
THE SIGHTINGS

T54-0032

UNCLASSIFIED

19. *Leucosia* *leucostoma* *Leucosia* *leucostoma* *Leucosia* *leucostoma* *Leucosia* *leucostoma*

9

DOD DEX 20070  
DECEMBER 1970 VOL 15 NO 12  
DEPARTMENT OF DEFENSE

2 JAN 1954 07 53  
2 JAN 54 1720 2 JAN 54 1724

5694  
53114

RAD 17M

WPE 044 AYDA 020

TYA 106

TMA 014

JEPNL 15

OO JEDEN JEDWP JEPHQ JEPNB JEPNY 555

DE JEPNL 05G/03-Y

O 021430 Z

FM COMDR 647TH AC&W SQ MANASSAS VA

TO JEPHQ/DIR OF INTELL HQ USAF WASHDC

JEDEN/COMDR ADC ENT AFB COLO SPGS COLO

JEDWP/COMDR AATTIC WRIGHT PATTISON AFB O

JEPNB/COMDR EADF STEWART AFB NY

JEPNY/COMDR 26TH ADIV DEF ROSLYN NY

ZEN/COMDR 4710TH DW NCCA WILM DEL

ACC 07 PD ATTN: DIR OF INTELL PD UFOS, IN CONPLIANCE WITH AFR  
200-2, DATED 26 AUGUST 53, THE FOLLOWING INFORMATION IS SUBMITTED:

1. AA. DOME SHAPED
- B. SIZE OF GRAPEFRUIT.
- C. RED
- D. VARIED FROM ONE TO THREE
- E. NONE
- F. NONE
- G. NONE
- H. NONE

Received  
ATTC  
1320 - 2 Jan 53  
gj

C. ATTIC  
Sister  
G. R. file

PAGE TWO JEPNL 05G

I. NEGATIVE

2. A. SUDDEN APPEARANCE OF BLINKINNG RED LIGHT
- B. ELEVATION 30 DEGREES 180 DEGREES FROM OBSERVER.
- C ELEVATION 30 DEGREES. 090 DEGREES FROM OBSERVER.
- D. QUARTERCIRCLE, STRAIGHT AND LEVEL FLIGHT.
- E. BLINKING RED LIGHT SUDDENLY WENT OUT. OBJECT NO LONGER VISABLE.
- F. FIVE TO SIX MINUTES.

3, A. GGROUND-VISUAL.

- B. NONE.
- C. NOT APPLICABLE

4. A. FIRST SIGHTED AT 2307Z, 1 JAN 54 SIGHTED THEREAFTER AT 0005Z,  
2 JAN 54., 0016Z AND 0055Z.

B. NIGHT.

5. NJ34-38/ ~~235 19, 435 73~~ <sup>WEST LONGITUDE</sup> 77.49 AND NORTH ATITUDE 38.45

6, A, NONE

- B. [REDACTED], SGT, USMC, GUADACANAL HEADQUARTERS, QUANTICO,  
VIRGINIA, SERGEANT OF THE GUARD. F-2.

- [REDACTED], S/SGT, USMC, GUADACANAL HEADQUARTERS, QUANTICO, VIRGINIA.  
DOG CATCHER, F-2.

- [REDACTED] CPL, USMC, GUADACANAL HEADQUARTERS, QUANTICE, VIRGINIA.  
OPERATIONS, F-2

PAGE THREE JEPNL 05G

[REDACTED], 2D LT, USMC, GUADACANAL HEADQUARTERS, QUANTICO, VIRGINIA  
COMMANDING OFFICER, F-2.

[REDACTED] ISGT, USMC, GUADACANAL HEADQUARTERS, QUANTICE, VIRGINIA.  
PATROLMAN. F-2.

7. A. CLEAR.  
B. WEST NORTH WEST AT 10 KNOTS.

6,000 280/50

10,000 330/70

16,000 280/90

20,000 290/91

30,000 290/87

50,000 3280/158

80,000 NOT AVAILABLE

C. UNLIMITED.

D. 15 PLUS

E. NONE

F. NONE

G. NEGATIVE.

H. NONE.

50. SCRAMBLED ONE F-94C, WHICH PROCEEDED TO QUANTICE TO INVESTIGATE

LIGHTS. INTERCEPTED ONE AMERICAN AIR LINES CONVAIR, FLIGHT 402, WHICH LANDED AT WASHINGTON INTERNATIONAL AIRPORT. FLT 402 WAS INTERCEPTED AT ~~0014~~ 0142 JAN 54. FLT 402 WAS 7 MILES SOUTHEAST OF WASHINGTON NATIONAL AIRPORT AT TIME OF INTERCEPTION.

11. CHECKED WITH ALL ADFACENT AGENCIES. OTHER THAN FLT 402, NO OTHER AIRCRAFT IN THE IMMEDIATE AREA OF SIGHTING.

12. ~~██████████~~ 1/LT. U.S.A.F. DIRECTOR AND RATED AIRCRAFT OBERSEWER. MY ANALYSIS OF THE SITUATION IS THAT THE UNKNOWN OBJECTS COULD POSSIBLE BE AIRCRAFT LANDING TO THE NORTH AT WASHICGTON ~~INTERNATIONAL~~ MAKING A PATTTERN THAT WOULD TAKE THE AIRCRAFT TO THE SOUTH OF A POINT AT NJ34-38 WEST LONGITUDE 77.49. AND NORTH LATITUDE 38.45. THEN GOING IN A QUARTER CIRCLE PATTERN TOWARDS WASHINGTON INTERNATIONAL AIRPORT. IN THIS PATTERN THE RED PART NAVIGATION LIGHT WOULD BE TOWARDS OBSERVERX UNTIL PASSING OUT OF SITE ON HORIZON. IN REFERENCE TO ITEM 10. ON COMPLETION OF THE INTERCEPT I CHECKED WITH WASHINGTON INTERNATIONAL AND THEY STATED THAT IN THE PAST THREE MONTHS A RED FLASHING ANTI COLLISION LIGHT HAS BEEN INSTALLED ON SEVERAL CIVILIAN PASSENGER AIRCRAFT. I BELIEVE THAT THESE LIGHTS COULD POSSIBLY BE CAUSING THE SIGHTINGS OF THE RED FLASHING OBJECT.

02/1540Z JAN JEPNL

IFIED READERS' CLEARING HOUSE  
SOCIETY—CLUBS—RADIO—COMICS

# The Evening Star



**WHAT THOSE QUANTICO MARINES SAW**—What seems to be a series of lights here is the same light, in a transatlantic liner takes off at Washington National Airport. This navigational aid, a Grimes Beacon of 50,000 candlepower beneath are the plane's other lights. The flashing light, intelligence officers said, is what Marines at Quantico saw.